

Amendments to the Disclosure:

Please insert the following new paragraph on page 1, between lines 3 and 4, directly following the title of the invention:

-- This application is the national stage of PCT/DE 02/03359, filed September 10, 2002, designating the United States. --

On page 1, please delete line 4 and substitute the following therefor:

-- Field of the Invention --.

On page 1, please amend the paragraph starting on line 5 as follows:

-- The invention proceeds from an arrangement for controlling the torque of a drive unit of a vehicle ~~in accordance with the class of the main claim.~~ --

On page 1, between lines 7 and 8, please insert the following:

-- Background of the Invention --.

On page 1, please amend the paragraph starting on line 8 as follows:

-- An arrangement for controlling the torque of a drive unit of a vehicle is already known from ~~DE 43 04 779~~ United States Patent 5,484,351. This arrangement includes means which determine a desired value for the torque to be outputted by the

drive unit. The arrangement further includes means for adjusting the pregiven desired value while considering loads of the drive unit. In addition, corrective means are provided which correct the desired value for the torque, which is to be outputted, at least in dependence upon the loss torques of the drive unit and/or the torque requirement of additional consumers loading the drive unit. --

On page 1, please delete line 18 and substitute the following therefor:

-- Summary of the Invention --.

On page 1, please amend the paragraph starting on line 19 as follows:

-- The arrangement of the invention for controlling the torque of a drive unit of a vehicle ~~having the features of the main claim~~ has the advantage compared to the above that the second means weights the first loss torques of the drive unit and/or the first torque requirement of the additional consumers (which load the drive unit) in dependence upon an engine rpm and an idle rpm desired value of an idle rpm control to correct the torque to be adjusted and this is done only when the time-dependent course of the first loss torques and/or of the first torque requirement is free of jumps during operation of the drive unit or of the consumers. In this way, it is prevented that such loss torques or such torque requirement, whose time-dependent course during operation of the drive unit and/or of the consumer is burdened with jumps, operates over-proportionally or under-proportionally

on the correction of the torque to be adjusted when there is such a jump. In this way, a reduction of comfort for the driver is substantially avoided. --

On page 2, please delete lines 6 to 8.

On page 3, please delete line 5 and substitute the following therefor:

-- Brief Description of the Drawings --.

On page 3, please delete line 12 and substitute the following therefor:

-- Description of the Preferred Embodiments of the Invention --

On page 7, please amend the paragraph starting on line 19 as follows:

-- The procedure according to the invention is based on the below described general physical concepts. The desired value for the torque to be outputted by the drive unit 5 is transmitted on the line 110 and defines a desired value for the so-called indicated motor torque in the case of an internal combustion engine, stated otherwise, for the motor torque generated because of the combustion operation of the internal combustion engine. The motor torque, which is required for making available the desired output torque, is increased in that a portion of this motor torque is not available for driving the vehicle; instead, it is to be used for operating ancillary equipment as well as for compensating losses. For this reason, an addition of the desired

value for the motor torque with the components of the loss torque and of the torque requirement of the ancillary equipment results in the first logic point 115. The components of the loss torque are instantaneous and are determined on the basis of characteristic fields. The determination of the loss torques of the drive unit 5 and the determination of the torque requirement of the ancillary equipment (which defines additional consumers loading the drive unit 5) can, for example, take place as described, for example, in ~~DE 43 04 779 A1~~ United States Patent 5,464,351 which is part of this disclosure with reference to the determination of the loss torques of the drive unit 5 and of the torque requirement of the ancillary equipment. --

On page 8, please amend the paragraph starting on line 13 as follows:

-- The first logic point 115 is therefore part of the second means 15 which adjusts the desired value for the torque, which is to be outputted by the drive unit 5, while considering the loads of the drive unit. This second means 15 corrects the torque to be adjusted in dependence upon the loss torques of the drive unit 5 and/or the torque requirement of the additional consumers which load the drive unit 5. For this purpose, the second means 15 includes additionally torque detecting and evaluation means 120 which is connected at the input end via the connecting and input lines 76 to 93 to the measuring devices 75 to 97. In the manner, which is basically known from ~~DE 43 04 779 A1~~ United States Patent 5,484,351, the torque detection and torque evaluation means 120 determine the loss torques of the drive

unit 5 and/or the torque requirement of the ancillary equipment from the supplied measuring results of the measuring devices 75 to 97, for example, on the basis of characteristic fields. According to the invention, the torque detecting and evaluation means 120 distinguish the determined loss torques of the drive unit 5 and/or the detected torque requirement of the ancillary equipment into first loss torques and into second loss torques. The first loss torques are loss torques of the drive unit 5 and/or the first torque requirement of the additional consumers, which load the drive unit 5, whose time-dependent course is free of jumps during operation of the drive unit 5 or of the consumers. The second loss torques are loss torques of the drive unit 5 and/or the second torque requirement of the additional consumers, which load the drive unit 5, whose time-dependent course is burdened by jumps during operation of the drive unit 5 or of the consumers, especially during shifting operations. The second loss torques and/or the second torque requirement are supplied via a line 125 to a second logic point 130. At the output end, the second logic point 130 is connected via a line 135 to the first logic point 115. The first loss torques and/or the first torque requirement are supplied via a line 140 to a third logic point 145 which, at the output end, is connected via a line 150 to the second logic point 130. --

In the Abstract:

On page 20, please delete line 1 and substitute therefor the following:

-- Abstract of the Disclosure --.